

IN THE SPECIFICATION:

Please amend/replace the paragraph on page 2, lines 10-20, as follows:

Catalytic converters consist of a ceramic substrate with many channels for exhaust flow to pass through. These channels are coated with a wash-coat and catalyst such as Platinum, Palladium, and Rhodium. The catalyst coated substrate is then wrapped with either an intumescent mat material such as 3M Company's Interam 100 or a non-intumescent mat material such as Interam 1101 HT to adjust for manufacturing tolerances, and to retain the catalyst in its steel container. Catalytic converters speed chemical reactions without taking part in the reactions. ~~to~~To function with significant efficiency a catalytic converter must be warmed by engine exhaust flow to its minimum operating temperature, this is normally a temperature of greater than about 350 degrees C, for automotive catalytic converters.

Please amend/replace the paragraph on page 11, lines 7-12, as follows:

Referring now to Figure 2 a schematic illustration of a method and apparatus for the ECM to deactivate a cylinder (shown in cross section) of the internal combustion engine is illustrated. For ease of explanation only a cylinder is shown, of course, it is contemplated that the ECM may control or deactivate as many cylinders as necessary to reduce engine emissions during a "cold start" as well as provide other vehicle commands or control.

Please amend/replace the paragraph on page 11, lines 14-26, as follows:

As is known in the related arts of internal combustion engines a piston 36 moves within a cylinder 38 of an engine block 40 of the engine. The engine may comprise any number of cylinders (e.g., 2, 4, 6, 8, 10, 12, etc.). For each cylinder there is

an intake valve 42 and an exhaust valve 44. As is known in the related arts the intake and exhaust valves are positioned to periodically open and close during operation of the engine. In addition, a means 46 (e.g., fuel injector or equivalent thereof) for supplying fuel for the combustion operation is provided proximate to the intake valve. The fuel injector ~~is of varying~~ varies the amount of fuel supplied to the engine by receiving a signal from the ECM, which uses control logic (e.g., engine load, rpm) to vary the amount of fuel supplied to the cylinder. Also, the location of the fuel injector may vary for example the fuel injector may be positioned to supply fuel into the intake chamber as opposed to the combustion chamber as illustrated in Figure 2.

Please amend/replace the paragraph on page 21, lines 17-20, as follows:

At a step or decision block ~~88~~ 90 the control algorithm will determine if the catalytic converter has reached the optimum temperature or is warmed up. If so and if applicable engine demand dictates the deactivated cylinders are reactivated at block 92.